

## Message Text

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ORIGIN EB-07

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DRAFTED BY EB/AN:JBMAGNOR:BF

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FM SECSTATE WASHDC

TO AMEMBASSY LONDON

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: US-UK CIVAIR CONSULTATIONS

FOLLOWING IS TEXT OF LETTER TO JOEL BILLER, EB/TT, FROM  
GEORGE T. ROGERS, BRITISH EMBASSY, DELIVERED BY CRUICKSHANK  
EMBOFF ON AUGUST 4.

BEGIN TEXT: DEAR JOEL, SINCE I GATHER THAT MICHAEL STYLES  
IS AT PRESENT ON LEAVE, I AM ADDRESSING THIS REPLY TO HIS  
LETTER OF 26 JULY TO YOU.

I WAS VERY SORRY THAT MICHAEL WAS NOT PREPARED TO MOVE IN  
OUR DIRECTION ON ANY OF THE POINTS AT ISSUE REGARDING  
CAPACITY ON THE NORTH ATLANTIC DURING THE COMING WINTER  
SEASON. ON THE CONTRARY, PAN AM'S INTENTION OF OPERATING  
TWO SERVICES A WEEK BETWEEN LONDON AND WASHINGTON AS AN  
EXTENSION OF THEIR LONDON-NEW YORK SERVICE, IN ADDITION  
TO THEIR FIVE NON-STOP SERVICES, GOES BEYOND WHAT WE HAD  
PREVIOUSLY UNDERSTOOD AND ACCEPTED. NEVERTHELESS, IN  
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ORDER TO MINIMISE THE AREA OF DISAGREEMENT, WE ARE PRE-

PARED TO ACQUIESCE IN THIS LEVEL OF CAPACITY ON THE WASHINGTON ROUTE IN ADDITION TO THE AIRLINES' PLANS FOR NEW YORK, BOSTON, PHILADELPHIA, LOS ANGELES AND DETROIT WHICH WE HAD PREVIOUSLY DISCUSSED.

THIS LEAVES CHICAGO AND MIAMI WHERE, IF THE AIRLINES' PRESENT INTENTIONS WERE IMPLEMENTED, THERE WOULD BE MORE THAN TWO SEATS FOR EACH PASSENGER. THIS COULD BY NO STRETCH OF THE IMAGINATION BE REGARDED AS EITHER SATISFYING THE PROVISION IN THE BERMUDA AGREEMENT THAT CAPACITY SHOULD BEAR A CLOSE RELATIONSHIP TO THE REQUIREMENTS OF THE PUBLIC OR AS IMPLEMENTING THE OBJECTIVES RECORDED IN OUR UNDERSTANDING OF LAST AUGUST.

AS YOU WILL ALREADY HAVE HEARD, MICHAEL WAS MISINFORMED REGARDING THE POSITION ON CHICAGO. TWA HAD URGED BRITISH AIRWAYS TO AGREE THAT THE AIRLINES SHOULD OPERATE FIVE FREQUENCIES A WEEK EACH: BUT IN VIEW OF THE EXTREMELY LOW SEAT FACTORS TO WHICH THIS WOULD HAVE LED, BRITISH AIRWAYS WERE NATURALLY UNWILLING TO CONCUR.

AS REGARDS MIAMI, WE CANNOT SEE ANY "COMPELLING REASON", AS MICHAEL PUT IT, WHY THE CARRIERS SHOULD OPERATE A DAILY SERVICE DURING THE WINTER, WHEN SIX SERVICES A WEEK ARE SUFFICIENT THIS SUMMER.

AFTER CAREFUL CONSIDERATION, WE HAVE THEREFORE DECIDED TO IMPLEMENT THE BERMUDA AGREEMENT AND THE UNDERSTANDING OF 22 AUGUST 1975 BY LIMITING THE CAPACITY TO BE MOUNTED BY EACH CARRIER ON THESE TWO ROUTES AS FOLLOWS:

CHICAGO -- FOUR WIDE-BODIED SERVICES A WEEK  
MIAMI -- FIVE WIDE-BODIED SERVICES A WEEK.

I ENTIRELY SHARE YOUR SENTIMENTS REGARDING THE DESIRABILITY OF CONCENTRATING OUR EFFORTS ON THE TASK OF NEGOTIATING A FRESH BILATERAL AGREEMENT. INDEED, AS I AM SURE MICHAEL WILL HAVE TOLD YOU, I MADE IT PLAIN AT THE BEGINNING OF THE TALKS IN WASHINGTON LAST MONTH THAT I WANTED TO SETTLE ALL THE OUTSTANDING ISSUES DURING THAT LIMITED OFFICIAL USE

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WEEK AND WAS PREPARED TO ACCEPT ANY REASONABLE COMPROMISE IN ORDER TO DO SO. BUT AS MICHAEL RECOGNISES IN HIS LETTER OF 26 JULY, "GIVE", AS WELL AS "TAKE" IS NECESSARY ON BOTH SIDES.

MICHAEL SUGGESTS THAT WE SHOULD AVOID CONFRONTATION ON IMMEDIATE ISSUES AND SOURING THE ATMOSPHERE FOR THE RENEGOTIATIONS. I FULLY AGREE BUT MUST POINT OUT THAT THE

ATMOSPHERE HAS ALREADY BEEN SOURED BY YOUR FAILURE, AS WE SEE IT, TO IMPLEMENT AGREEMENTS AND UNDERSTANDINGS FREELY ENTERED INTO, AND BY THE VARIOUS UNILATERAL ACTIONS ON YOUR SIDE. I WOULD, HOWEVER, VERY MUCH LIKE TO AVOID ADDING TO THIS. IF, THEREFORE, EVEN AT THIS LATE HOUR YOU COULD PERSUADE YOUR CARRIERS TO REDUCE THEIR CAPACITY

ON CHICAGO AND MIAMI TO THE LEVELS INDICATED ABOVE, IT WOULD AVOID THE NEED FOR US TO IMPOSE REDUCTIONS. WE WILL THEREFORE HOLD UP THE FORMAL ACTIONS FOR A FEW DAYS IN ORDER TO ALLOW AN OPPORTUNITY FOR THIS.

TURNING NOW, TO THE COMPLEX OF PROBLEMS REGARDING SERVICES TO AND THROUGH HONG KONG, WE ARE CAREFULLY EXAMINING MICHAEL'S SUGGESTION ABOUT THE PAN AM OPERATION BETWEEN HONG KONG AND SYDNEY, WHICH OFFERS A WELCOME STEP IN OUR DIRECTION. I WILL BE IN TOUCH WITH YOU AGAIN ABOUT THIS AS SOON AS I CAN.

AS REGARDS THE NORTH ATLANTIC ECONOMY FARES, I EXPECT YOU KNOW THAT AT THE LAST MEETING BOTH SIDES AGREED THAT THE LEGAL POSITION UNDER THE BERMUDA AGREEMENT WAS THAT YOUR CARRIERS WERE NOW OBLIGED TO CHARGE A HIGHER FARE THAN THE CAB INTENDED. WE HAVE SO FAR REFRAINED FROM ENFORCING THIS OBLIGATION IN THE HOPE THAT YOU WOULD BE ABLE TO ACCEPT THE COMPROMISE I OFFERED. WE CANNOT, HOWEVER, DELAY INDEFINITELY AND I TRUST YOU WILL BE ABLE TO CONFIRM YOUR ACCEPTANCE VERY SOON. YOURS SINCERELY, GEORGE T. ROGERS. END TEXT

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